

# The China Mail

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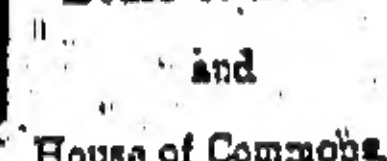
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Highly recommended.

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a speedy and efficacious remedy.

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100, QUEEN'S ROAD, CENTRAL.  
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EXTRAORDINARY SUCCESSthe celebrated and talented Artist  
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Impersonations.

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HAVE NO EQUAL FOR BEAUTY  
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CONSTRUCTION.Over 1200  
now in use.

S. MOUTRIE &amp; CO., LD.

HONGKONG, April 16, 1907.

MEMOS FOR TO-MORROW.  
Miscellaneous.  
11.45 a.m.—Exchange Banks Close.  
11.45 a.m.—Insurance Office Close.

## General Memoranda.

SATURDAY, February 13.—  
Noon.—Meeting of The Hongkong and  
Shanghai Banking Corporation at the  
City Hall.SUNDAY, February 14.—  
9 p.m.—Special Service for Men, St.  
John's Cathedral, Presbyter, the Rev.  
Cyril Bicknell, M.A.

## The China Mail

HONGKONG, TUESDAY, FEBRUARY 15, 1910.

## FAMOUS IMPOSTORS.

AMERICAN papers, we observe, are deriving a good deal of grim satisfaction from the fact that it was such a venerable institution of learning as the University of Copenhagen which first accepted Dr. Cochrane's statement of the North Pole and by placing its imprimatur on the man—conferring the degree of LL.D. honoris causa—enabled him to profitably exploit the pockets of his countrymen. But the authorities of Copenhagen have taken a neat revenge. They have deposited the whole of Cook's papers and so-called "records" in the Museum of Crime in the Danish capital, where they can be seen side by side with documents relating to notorious pickpockets, swindlers and chivaliers d'industrie.

No country, however, can crow over another in the matter of suffering impostors gladly. In England we have the famous Tichborne claimant still green in memory, while at Rougemont is a case almost on all fours with Cook's. This brilliant Frenchman some ten years or so ago, completely took in the learned Societies of Great Britain with his tales of a wonderful island in the South Pacific where civilization had attained to a higher degree of perfection than anything yet seen in Europe, and he even got so far as to lecture before the British Association. But a deserted wife, whom he had treated badly, finally exposed the fraud and de Rougemont, who had boldly faced the investigations of scientific bodies, fled into hiding. The United States has often been imposed upon by these pseudo-scientific frauds. About 40 years ago, in the village of Cardiff, Onondaga county, New York, labourers "unearthed" the petrified remains of a human being some 10 feet 6 inches high. Scientists flocked to see the remarkable fossil, and most of them agreed that the discovery was one of the greatest interest. Under the name of the "Cardiff Giant" the remains were exhibited all over the United States for many years. Finally, some one confessed that the "Cardiff Giant" was composed of a block of gypsum which had been cut into human resemblance in Chicago. It was a swindle of course, but possessed an element of humour of the kind immortalised by Dickens in "Pickwick."

One of the most brilliant of irresponsible "lifers" of the nineteenth century seems to have been the late Joseph Moutrie, referred to respectfully by the *Pittsburgh Dispatch* as the "champion liar of the world." This man was a newspaper correspondent, and as one journal after another discharged him, it was admitted that for sensational "scope" Moutrie outclassed all the other reporters of his generation, but that he was too inaccurate to draw a steady salary. Like other geniuses, he found inspiration in common objects. "A primrose by the river's brim" was not a simple primrose to such as him. It was a whole conservatory. A meteor fell in Kansas, and Moutrie had the newspaper readers of Europe and America speculating on the marvellous traces of animal and even human life which it was said by him to contain. At another time, thousands wept over his story of thirteen hunters who perished for lack of food and water on a Texas desert. The foundation for this story was the existence of a desert in the State of Texas. His most dangerous invention came to him one day as he was reading a local paper in Birmingham, Ala. His eye fell on an item to the effect that workmen who were sinking an artesian well had come across what appeared to be a small underground stream. Thereupon Moutrie telegraphed a most thrilling story for the *Louisville Courier-Journal*, telling of a subterranean river, about the size of the Mississippi, which was sweeping beneath the City of Birmingham. At any moment the crust upon which the town stood might give way and the whole community be engulfed. It took several days to investigate the hoax and reassure the thousands of horror-stricken people who had friends in Birmingham. Even the citizens themselves were panic-stricken.

The world will always suffer rude shocks at the hands of the tribe at which Baron Munchausen was such a distinguished ornament for despite the teachings of experience he is ever ready to receive any yarn foisted upon him. The limits of human credulity, in fact, are as immeasurable as the imaginings of the human mind.

## NEWS OF THE DAY.

The Hongkong competitors in the Manila Carnival returned by the s.s. *Rubi* on Monday evening.

Two squadrons of the *Peena* Horse have been ordered to mobilise for Somalia; also two companies of Native Infantry.

H.M.S. *Edgar* is returning to the China station. She left Portsmouth on the 18th January. H.M.S. *Minotaur* left England on February 1st.

A reporter delegated by one of the American newspapers to trace Cook's whereabouts has discovered him in a sanatorium in Heidelberg, Germany. Cook assaulted the man, who took refuge in flight.

At St. Andrew's, Kowloon, on Saturday the marriage takes place of Miss Holmes, sister of Mr. H. K. Holmes, solicitor, Hongkong, to Dr. J. W. Hartley of the British section of the Hongkong and Canton Railway.

The Chinese Engineering and Mining Company, Limited, reports that the total output of the Company's three mines for the week ending 29th January 10 amounted to 25,443.28 tons and the sales during the period to 19,898.35 tons.

Mr. F. O. Allen, agent in Ceylon of the P. and O. Company, leaves Ceylon for good on March 8 to take up a home appointment. Mr. Allen has been in the East for a number of years. Mr. Philpot, the new agent of the P. and O. Co. in Ceylon, is in connection to Mr. F. O. Allen, comes from Melbourne.

Captain Butler, who has seen long years of service with the Indo-China S. S. Co. and is one of the most popular of the Company's commanders, was recently presented by the officers and crew of the *Konings* with a massive silver bowl, suitably inscribed, on the occasion of his leaving the steamer to join another of the Company's ships. Captain Butler has had a most successful career as shipmaster and his many friends in China, the Straits and elsewhere will join with us in wishing him continued prosperity.

THOROUGHLY TESTED  
CHAMBERLAIN'S Cough Remedy has been examined by an eminent analytical chemist, who certified that it contained no narcotics. It is not only a safe and effective remedy, but it is also a most pleasant one, and is well adapted for all ages and conditions.

## ENTERIC AT MALTA

## OUTBREAK SUBSIDING

(Reuter's Service to the China Mail.)

London, February 14.

To date there have been 900 cases of enteric at Malta.

The outbreak is now subsiding.

## SPORTING.

## Navy League.

KING ALFRED'S BAZAAR.

Played yesterday afternoon, the flag ship winning by 3 goals to nil.

MORACCHIO V. ASTRIS.

Astris yesterday hunted Moutrie in surprising fashion, standing by 3 goals to 1.

## Yachting.

S.M.Y.C.

The 17th Club Races were held on Saturday, the 12th February, in a fresh easterly breeze. The start was made at 2.30 p.m. for the handicap class and at 3.40 p.m. for the One Design class. In the former there were seven competitors, namely, *Vernon*, sailed by Mr. B. Chapman; *Erica*, sailed by Mr. J. B. M. Thacker; *Min*, sailed by Mr. A. Denison; *Kathleen*, sailed by Mr. J. B. Chapman; *Erica*, sailed by Mr. J. B. Chapman; *Min*, sailed by Mr. A. Denison; *Kathleen*, sailed by Mr. J. B. Chapman.The boats made a fairly even start, except the *Min*, which started late, on the starboard tack, but the three larger ones, *Vernon*, *Erica* and *Min*, soon took the lead. *Vernon* stepped out in fine style in the strong wind and would have rounded the 1st mark, *Erica* now took the lead, but she was not slightly overboard, and thereby allowed *Vernon* and *Erica* to get in front of her. *Erica* was now a run to the Cut Rock buoy, which was the last mark. *Vernon* was 3 minutes ahead of *Erica* and *Min*, who were practically together at the mark, but again fouled each other with more serious consequences. For *Erica*'s main sheet getting caught in *Vernon*'s tiller broke the latter. *Erica* was obliged to retire from the race. *Kathleen* now took the lead and sailing well appeared as if she would save her time, when *Vernon* rounded the Lynton Beacon again, but on the run home the latter increased her lead and the boats finished in the following order:—

Boat	Time	Points
<i>Vernon</i>	4 27 18	(2) 4 27 18
<i>Kathleen</i>	4 33 45	(3) 4 33 45
<i>Erica</i>	4 33 45	(4) 4 33 45
<i>Min</i>	4 33 45	(5) 4 33 45
<i>Erica</i>	4 33 45	(6) 4 33 45
<i>Min</i>	4 33 45	(7) 4 33 45

The marks are now as follows.

Boat	Time	Points
<i>Vernon</i>	4 27 18	47
<i>Kathleen</i>	4 33 45	43
<i>Erica</i>	4 33 45	31
<i>Min</i>	4 33 45	23
<i>Erica</i>	4 33 45	15
<i>Min</i>	4 33 45	15

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TUESDAY, FEBRUARY 15, 1910.

## THE RACES.

## FIRST DAY'S EVENTS.

Under most favourable conditions the Hongkong Jockey Club Race Meeting for 1910 opened at Happy Valley to-day. As usual, the business concerns of the Colony shut doors from an early hour in the forenoon and almost everybody threw the cars and worries of commercialism to the winds for a while and gave themselves over to patronizing "the sport of kings." The morning opened dull and somewhat close, but as the day wore on the sun came out fitfully and a breeze sprang up which, however, failed to chase away the clouds. Viewed from whatever standpoint, the scene was one of absorbing interest. The various stands were alive with keen followers of the sport, the enclosures full of life and animation, while the centre of the course was packed with the customary gathering of Orientals, whose excitement was just as keen as that of their Western brethren. The profuse display of bunting gave an added brilliancy to the scene, while the numerous pretty creations worn by the ladies provided a needed touch of relief to the otherwise sombre-hued crowds which filled the stands and gathered inside the enclosure. The whole picture set in a beautiful natural valley surrounded by towering hills, it was a sight which cannot probably be seen elsewhere in the world. His Excellency the Governor (Sir F. D. Lugard) and party arrived and took their positions in their special box just after the conclusion of the opening race, being accompanied by the Japanese admirals. During the day the band of the Buffs under Bandmaster Hewitt rendered selections in their customary excellent manner.

The visiting Japanese naval officers lunched with His Excellency the Governor and other stewards of the Jockey Club. As the result of such an unduly long spell of dry weather the course was hard and dry, the going therefore being fast. Some splendid times were made, the mile by Little Gem Rose in the Victoria Stakes being a record, 2.04 against the previous 2.05. This year's lot of ponies containing such a large element of really good stuff, the problem of "spotting winners" was not at all easy. In consequence the placed bettings covered a wide choice of animals with the result that the pari-mutuel paid some decent dividends. Too, were largely patronized in fact, there was always a big gathering round the booths.

Only one circumstance marred the brightness of the occasion and that was the absence of Mr. N. Mody who has many a time led in a winner. This was occasioned owing to the recent death of his oldest son. As a result Mr. Mody's stand was bare and dull instead of being gayly draped in the blue and white of the Buxey stable, while the accustomed hospitality which the owner usually lavished on his friends was missing. Everybody felt the absence of so well-known a figure and the cause thereof called forth general sympathy.

A new feature this year is an automatic indicator fixed outside the judge's box, which registered the number of the winning horses at the conclusion of each race. The officials were all experienced hands—men to whom the public owe more than they realize for making such a pleasant game possible in this Far Eastern outpost. As usual, Mr. T. F. Hough was the general clerk of the course, a position which he has filled with such distinction for many years past. In his red coat and shining "topper" he was always where the work was heaviest. One can scarcely conceive the race as complete without his familiar figure. Another veteran in racing matters was Sir Henry May, who again brought a ripe experience to bear on his duties as first starter.

The list of officials is—  
Stewards—His Excellency (Sir F. D. Lugard), K.C.M.G., C.B., D.S.O.; His Excellency Vice-Admiral The Hon. Sir H. Lambton, K.C.B., K.C.V.O.; His Excellency Major-General F. G. Broadwood, C.B., C.M.G.; The Hon. Sir Paul Chater, Kt., C.M.G.; The Hon. Sir Henry May, K.C.M.G.; The Hon. W. J. Gresson, F. J. Deacon, Esq.; Major W. A. Eaton; H. J. Gedge, Esq.; J. A. Jupp, Esq.; Capt. F. W. Lyons, Esq.; Mr. T. F. Hough, Esq.; H. P. White, Esq.  
Stewards in charge of the Scale—H. J. Gedge, Esq. and Capt. F. W. Lyons.  
Handicapper—Major W. A. Eaton, and J. A. Jupp, Esq.  
Judge—The Hon. Sir Paul Chater, Kt., C.M.G.  
Assistant Judge—Major W. A. Eaton.  
Starter—The Hon. Sir Henry May, K.C.M.G.  
Second Starter—Mr. W. Slade, Esq.  
Time Keeper—T. S. Forrest, Esq.  
Hon. Treasurer—J. F. Cox-Edwards, Esq.

Clark of the Course—T. F. Hough, Esq.  
1.—THE WOOD-BROOK STAKES.—Value \$400. Second to receive \$150 and Third \$75. For China Ponies, Subscription Grifins of this Season 1909-1910. Weight for inches as per scale. Jockeys who have never had a winning mount in either Hongkong, Shanghai or Tientsin allowed 5 lbs. Entrance \$10. Half a Mile.  
Mr. Kadoorie's Servant Chief, 11st 1lb. (Mr. Moller) 1  
Mr. Johnston's Hartwood, 11st 4lbs. (Mr. Johnston) 2  
Mr. Billard's Snooker, 11st 1lb. (Mr. Master) 3  
Mr. Borneo's Bismarck Pinder, 11st 1lb. (Mr. Lawrence) 0  
Major Eaton's Pimms, 10st 13lbs. (Mr. Flabberbert) 0  
Mr. Gilpin's Deceiver, 11st 1lb. (Mr. Henricque) 0  
Mr. Magpie's Job Trotter, 10st 7lbs. (Mr. Kremer) 0  
Mr. Ottery's Trolde, 11st 4lbs. (Mr. Crichton) 0  
Mr. Q. T. L. Inasur, 10st 11lb. (Mr. Morley) 0  
Mr. Seth's Lightfoot, 11st 4lbs. (Mr. Burkill) 0  
Capt. P. M. Taylor's Goodhawk, 11st 7lb. (Mr. Taylor) 0  
Mr. Volante's Berwin, 10st 4lbs. (Mr. Blair) 0  
Admiral Lambton's Double Dragon, 10st 10lbs. (Mr. Heathcote) 0

\* 1 lb overweight. \* 5 lbs allowance.  
This was a capital race, and was a reflection on the "snubbery" theory, as the number running out was 12 and 10-15 came in first. After a false start the ponies got away in a bunch. Lightfoot leading with Hartwood hard on. On coming round the bend Servant Chief, well ridden, came up strongly and took the lead. Facing the straight, the Hartwood and Servant Chief

2.—THE VALLEY STAKES.—Value \$600. Second to receive \$200 and Third \$100. For China Ponies, Subscription Grifins of this Season 1909-1910. Weight for inches as per scale. Three quarters of a Mile.  
Mr. Pirie's Man Man 11st 1lb. (Mr. Johnston) 1  
Capt. Dwyer and Beasley's Kerry, 11st 1lb. (Mr. Lawrence) 2  
Mr. Buxey's Victoria Rose, 10st 12lb. (Mr. Burkill) 3  
General Broadwood's Boreas, 11st 4lbs. (Mr. Heathcote) 0  
Mr. Marshall's Walnut Tree, 10st 12lb. (Mr. Vids) 0  
Mr. Henricque's Valentine 11st 1lb. (Mr. Henricque) 0  
Messrs. Shab and Murray Stewart's Cobalt, 10st 12lb. (Mr. Crichton) 0  
Mr. Medicine's Christmas Daisy, 10st 12lbs. (Mr. Master) 0  
Mr. Kadoorie's Romanian, 11st 1lb. (Mr. Moller) 0  
Capt. Taylor's Tomahawk, 12st 1lb. (Mr. Taylor) 0

A bad start. On entering from behind the bushes Man Man was holding first berth, Cobalt coming next and the Cherry child. On approaching the rock Man Man increased his lead, the same order being maintained here as well as at the bend. Coming home into the straight the leading pony was more than holding his own and Kerry displaced Cobalt by a good margin. On approaching the rock Man Man was maintained to the end, Man Man winning hands down. Time 1.31.  
Pari-mutuel—Winner, \$15.10; 1st, \$7.90; 2nd, \$4.30; 3rd, \$15.30; Cash sweeps—1st, \$50.40; 2nd, \$23.40; 3rd, \$15.20.

3.—THE FOCROW CUR.—Value \$600. Second to receive \$150 and Third \$75. For China Ponies, Subscription Grifins of this Season 1909-1910. Weight for inches as per scale. Ponies who have run at any previous Meeting and not won a race and Grifins allowed 5 lb. Subscription Grifins of this Season 1909-1910 allowed 10 lb. Jockeys who have never had a winning mount in either Hongkong, Shanghai or Tientsin allowed 5 lb. Allowances accumulative. Entrance \$10. Two Miles.  
Mr. F. B. Marshall's Palm Tree, 11st 1lb. (Mr. Vids) 1  
Mr. Dryadus's Barry, 10st 12lb. (Mr. Lawrence) 3  
Mr. Buxey's Collie Rose, 11st 1lb. (Mr. Burkill) 3  
This was not an exciting race. On passing the box for the first time, the Rose and the Tree ran neck-and-neck with Barry several lengths behind. Coming towards the "plunge" Palm Tree got ahead, while the other three pony battled in position. Noting the tactical stand the Tree increased his lead, Barry running hard for second. Going up the slope Barry displaced the Rose, who now seemed to be leading. Palm Tree led by several lengths on entering the straight. Barry, using the whip, while the leader was being easily ridden. It was a soft thing for Tree, and the Rose was a long way back in the last berth. Time 2.14.  
Pari-mutuel—Winner, \$10; 1st, \$5.20; 2nd, \$2.80; 3rd, \$2.40; Cash sweeps—1st, \$21.00; 2nd, \$10.00; 3rd, \$2.00.

4.—THE TROTTING STAKES.—Value \$600. Second to receive \$150 and Third \$75. For China Ponies, Subscription Grifins of this Season 1909-1910. Weight for inches as per scale. Ponies who have run at any previous Meeting and not won a race and Grifins allowed 5 lb. Subscription Grifins of this Season 1909-1910 allowed 10 lb. Jockeys who have never had a winning mount in either Hongkong, Shanghai or Tientsin allowed 5 lb. Allowances accumulative. Entrance \$10. Two Miles.  
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wharves delivery may be obtained.  
No claims will be admitted after the  
Goods have left the Godowns, and all  
Goods remaining undelivered after the 22nd  
instant will be subject to rent.  
All claims against the Undersigned must be  
presented to the Undersigned on or before  
the 15th March, or they will not be  
recognized.  
All broken, chafed, and damaged Goods  
are to be left in the Godowns, where they  
will be examined on the 22nd instant, at  
3 p.m.  
No Fire Insurance has been effected.  
P. THOMAS,  
Agent.

Hongkong, February 15, 1910. 212

**PORTLAND & ASIATIC STEAMSHIP  
COMPANY.**  
**NOTICE TO CONSIGNEES.**  
**FROM MANILA.**

CONSIGNEES of Cargo per Steamship  
*RYOJO*.  
The above-mentioned steamer having  
arrived, Consignees of Cargo are hereby  
notified to send in their Bills of Lading for  
the undersigned, and to take immediate  
delivery of Cargo from alongside.  
Cargo impeding the discharge of the vessel  
will be landed at once at Consignees' risk  
and expense.  
Cargo will be landed immediately and  
stowed at Consignees' risk and expense.  
No Fire Insurance whatever will be  
effected.  
All cargo undelivered on WEDNESDAY,  
February 23rd, 1910, at Noon, will be  
subject to rent.  
All chafed and otherwise damaged cargo  
will be examined at the above Company's  
godown on MONDAY, February 21st,  
1910, at 10 a.m.

**TOYO KISEN KAISHA.**  
**NOTICE TO CONSIGNEES.**  
**FROM SAN FRANCISCO, JAPAN  
PORTS & SHANGHAI.**

CONSIGNEES of Cargo per Steamship  
*NIPPON MARU*.  
The above-mentioned steamer having  
arrived, Consignees of Cargo are hereby  
notified to send in their Bills of Lading for  
the undersigned, and take immediate deliv-  
ery of cargo from alongside.  
Cargo impeding the discharge of the vessel  
will be landed at once at Consignees' risk  
and expense.  
Cargo will be landed immediately and  
stowed at Consignees' risk and expense.  
No Fire Insurance whatever will be  
effected.  
All cargo undelivered WEDNESDAY,  
February 23rd, 1910, at Noon, will be  
subject to rent.  
All chafed and otherwise damaged cargo  
will be examined at the above Company's  
Godown on MONDAY, February 21st,  
1910, at 10 a.m.

**FRED J. HAYTON,**  
Agent.

### To-day's Advertisements

**FINEST OREGON  
APPLES**

ANOTHER SHIPMENT  
JUST ARRIVED.

30 cents = per lb.

**H. BUTTONEE & SON,**  
5, D'Almeida Street, HONGKONG,  
and at KOWLOON.

**'MOGUL' LINE OF STEAMERS.**  
**NOTICE TO CONSIGNEES.**  
**THE STEAMSHIP SIX.**

FROM GLASGOW, LIVERPOOL AND  
STRAITS.

CONSIGNEES of Cargo are hereby  
informed that all Goods are  
being landed at their risk into the  
Godowns of the Hongkong and Kow-  
loon Wharves and Godown Company, Ltd.,  
at Kowloon, whence and/or from the  
wharves delivery may be obtained.  
No claims will be admitted after the  
Goods have left the Godowns, and all  
Goods remaining undelivered after the 22nd  
instant will be subject to rent.  
All claims against the Undersigned must be  
presented to the Undersigned on or before  
the 15th March, or they will not be  
recognized.  
All broken, chafed, and damaged Goods  
are to be left in the Godowns, where they  
will be examined on the 22nd instant, at  
3 p.m.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
DODWELL & Co., Ltd.,  
Agents.

Hongkong, February 15, 1910. 218

**EXCHANGES.**  
Hongkong, February 15, 1910.

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